have little fear of such fatal consequences as those which frequently hung on the hinges of the gates of ancient Janus, if his modern priesthood contemplate the probability of being overrun by the locomotive wheels of the new Juggernaut, by whom their sacrificial functions are about to be altogether superseded. Otherwise certainly their ears may some day soon be assailed by the ugly question, as to their 'inhuman regulations,' which the Kelvedonian has anticipated.——It is rumoured that Mr. R. Stephenson has relinquished his office of consulting engineer to the South-Eastern, and that Mr. Barlow, the acting-engineer, is to be his successor.——The viaduct of the Lambeth extension of the South-Western over the Westminster Bridge-road was begun on Thursday last. The extension to Waterloo-bridge will be completed by February next.——The time-table of the North-Western has grown into a cumbrous pamphlet, with an index to it!——The works of the Direct Northern terminus at the Fever Hospital, King's Cross, are in rapid progress.——The Birmingham and Gloucester, it is said, is to be relaid with much more durable rails, at an estimated expense of 200,000*l*.——The Caledonian line was opened, according to previous notice, on the day announced. Having on several occasions noticed the progress of the various works on this line, it is the less necessary now to give any detailed account of them. We may cursorily notice a few of the more prominent, however, and first of the general station at Carlisle. The design for this structure, produced by Mr. Tite, was carried out by Mr. Hemberow, for the contractors, and Mr. Green, for the company. It is a joint station, as already observed. The front elevation is at present obscured by other buildings, and it is still incomplete; but, according to the *Carlisle Journal*, it will form an architectural ornament to the town. The Caldew viaduct, near Carlisle, is 360 feet long. Then follows the Eden viaduct of seven iron girder arches of 41 feet span, each resting on piers of the red sandstone of which Carlisle may be said to be built, and which the journal takes care to intimate is *not* constructed on the principle adopted in the formation of the bridge across the river on which the "jolly miller" lived, inasmuch as the Eden girders are arched on narrow spans resting on solid abutments of immense strength. A few miles onwards the Glasgow road is being carried over an oblique bridge, built at an angle of forty-five degrees. Here the foundation, already bordering on the Morass, is so elastic as to be felt in the trains. The Mossband Morass embankment site is celebrated both in a military point of view and on account of its movement over the whole of a fertile plain, which it buried in utter desolation. This is the dangerous ground alluded to in our last Jottings. The line runs close by the celebrated Gretna, where there is of course a *station*. Here, too, the Glasgow, Dumfries, and Carlisle line meets the Caledonian. A little further on is a cutting of 150,000 cubic yards of hard stony clay. Passing the vicinities of Langholm and Kirkpatrick, the latter thirteen miles from Carlisle, Ecclefechan is reached, where there is a viaduct of eight arches of 30 feet span each. Beyond this is a cutting of mixed gravel and limestone, 217,000 cubic yards in extent, with a bridge 115 feet long over it. At Lockerby, twenty-six miles from Carlisle, a 'handsome station' is in course of erection. About thirty-two miles from Carlisle there is an oblique bridge with iron girders. Annan water is crossed by a viaduct 350 feet long, with a timber top and stone piers. Beattock station is another 'handsome structure.'——In the city cars of the Harlem Railway, says the *New York Standard*, the coloured people are not permitted to ride any where except upon the *platform*. Their sixpences will entitle them to ride standing, but not to sit down by the side of the "up-town" snobs and flunkies, who

> "Forget the dunghill where they grew,
> And think themselves the Lord knows who."

—— Mr. Macdonald Stephenson was to leave England the other day with an engineering staff for India, where a line of railway is to be forthwith laid out and formed above and below Mirzapore. Mr. Brees and Mr. Adams were to accompany him as managing commissioners.—— A writer in the *Mechanics' Magazine* suggests the electro-telegraphic connection of all the pulpits throughout the country, and the simultaneous dispatch of a sermon from head quarters to a reader in each. We have heard of a machine like a barrel organ for grinding off prayers by the yard; if the one of these inventions were added as a complement to the other, we should certainly have nearly all that mortal man could do to *reduce* the gospel to a mechanical *system*,—but whether second-hand exhortations and mechanical orisons like these would promote the earnest and all-important truths of the gospel, is another question.

BURIAL IN TOWNS.

Crowds flocked to the meeting which was held on Wednesday night in the Crown and Anchor Tavern, Strand, to petition Parliament to abolish burials in towns, and were forced to adjourn from a smaller to the larger room. Mr. B. B. Cabbell, M.P., who presided, introduced the business, justly observing, it was most surprising that in a city so advanced in civilization, and remarkable for Christian feelings, such a practice should have continued so long. The evil arising from it pressed with greatest weight upon the poor, and therefore was deserving of the public sympathy. They must have been astonished, too, that when so much had been said about sanatory improvement, this subject should have been either passed over or regarded as one of secondary and minor importance. To obviate this neglect, they should take measures to bring it under the consideration of the Commission, recently appointed, to inquire "What means may be requisite for the improvement of the health of the metropolis?" He had no doubt that the interest which the public took in this matter, as evidenced by that numerous meeting, would have due weight with that commission. He then eulogized Mr. Walker for his efforts in this matter, and called on him to move the first resolution.

Mr. Walker addressed the meeting at considerable length, and detailed a number of startling facts. The effect of graveyards in producing illness was now too well known to need proof. Every adult breathed 28,000 times in twenty-four hours. It was, therefore, of paramount importance that the atmosphere should be uncontaminated. At Minchin Hampton, the earth of a graveyard had been used as a manure. The consequence was, that the rector's wife, daughter, and gardener, died of typhus fever. There were fourteen others who fell victims to the same disease, and two hundred children were attacked with measles and scarlet fever. It was a matter of enormous consequence for them to know that if the surface of the earth was corrupt, they could not have pure air. In the town in which these results took place, in fourteen years previous to the use of this graveyard earth, there had been scarcely a case of fever; but afterwards fever spread in all directions. Another case occurred at Axminster, where similar earth had been used as manure. In that town six or seven deaths had occurred of fever, and Mr. Hamon, a surgeon resident in the town, had informed him that scarcely a house had escaped its effects. He concluded by moving a resolution condemnatory of the practice.

Mr. C. Shaw, in seconding it, said, it was clear that the impregnation of the earth with deleterious and deadly gases must pollute the air, and that the inhalation of this polluted atmosphere must generate disease. This was a question which affected both rich and poor, but especially the latter. The rich could remove themselves from the infected circle, but the poor had no such means. They were compelled to remain in the vicinity of their work; they could not afford the expense of removal, and the deadly effects of this system, therefore, chiefly shewed themselves on that class.

Mr. Healey, in the course of a long address, said, there were 400 burying places in the metropolis, and they might be justly termed 400 places of conspiracy against the health of the public. They had heard that night of Enon and Elim chapel, the last being a contraction of the word Elohim. These were associated with holy things and holy ideas, but the desecration of the dead, which they now heard of in connection with these names, was calculated to bring holy things into contempt by associating them with a subterranean manufactory of death, contrived for the generation of deadly gases for those above them to inhale.

Sir C. Aldis, Mr. Stevens, Mr. Richard Taylor and others then proposed various resolutions, including a petition to the house, and a strong vote of thanks to Mr. Walker, and the meeting separated.

BLIND BUILDERS.

TENDERS FOR SEWERS.

The following tenders received at a special meeting of the Commissioners of Sewers for the Tower Hamlets, on the 8th inst., must "make the judicious grieve."

For extending the sewer in Cambridge-road, and Three Colt-lane, Bethnal-green, being a length of 1,050 feet. The tenders were as follow:—

Scissons and Co.	£820
Williams	810
Munday	736
Stuart	732
Shalders	715
Yeoman	705
Johnstone	657
Livermore	645
Coltsworth	635
Crook	619
Hill (accepted)	595

For arching over 850 feet of sewer at the back of Stepney-green:—

Williams	£460
Scissons and Co.	420
Munday	297
Yeoman	285
Johnstone	282
Coltsworth	282
Stuart	256
Hill	252
Livermore (accepted)	225

For arching over the sewer at the back of Selby-street and Pelham-street, Mile-end New-town, being a length of 2,048 feet:—

Crook	£1097
Munday	795
Johnstone	748
Coltsworth	697
Williams	690
Scissons and Co.	670
Stuart	650
Livermore	636
Hill (accepted)	594

The following tenders, for certain parochial works in Hampstead, are worthy to keep company with the above:—

Turner	£60 0
Johnson and Son	58 18
Stone	44 0
Miller	42 0
Poxon	38 0
Clowser (accepted)	19 15

WESTMINSTER COURT OF SEWERS.

A general court of sewers for Westminster was held on Friday, Capt. George Bague in the chair. Letters were read from several persons in the parishes of Chelsea and St. Giles, Bloomsbury, complaining of the bad state of the drainage. A long memorial was read, signed by the whole of the physicians and surgeons of the district, complaining of the frightful state of the part of Kensington known by the name of the Potteries, from the impure state of the drainage, rendering the atmosphere deleterious, and producing fever, miasma, &c. The memorial was referred to the surveyor, and at the same time a resolution was adopted, "That in consequence of the great pressure in the surveyor's department, consequent upon the increased powers under the new Act, the surveyor be empowered to employ such assistance as may be deemed necessary."

The proposed new Sewers in Kensington.—The court this day received tenders for the execution of works for the sanatory improvement of Kensington. They were as follow:—

For 550 feet of sewer in amended line of Gloucester-road, Kensington:—

Perkins	£339 0
Scissons and Co.	310 0
Dethick	310 0
Yeomans	295 0
W. Weston	288 15
Humphreys and Thirst	280 0
J. & S. Williams (accepted)	270 0

For 2,267 feet of 4½ sewer in Church-street,

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